

PUBLIC HEARING--Nov. 25, 1964

Appeal #7987 Downtown Associates, appellant.

The Zoning Administrator District of Columbia, appellee.

On motion duly made, seconded and unanimously carried the following Order was entered on December 1, 1964:

ORDERED:

That the appeal to establish an automobile sales and service including body shop at 443 Eye St. N.W., lot 876, square 516, be granted.

As the result of an inspection of the property by the Board, and from the records and the evidence adduced at the hearing, the Board finds the following facts:

(1) Appellant's lot has a frontage of 69.58 feet on Eye Street and a depth of 142.58 feet to a public alley in the rear.

(2) The proposed use of the building is for an automobile sales and service shop including body and fender work. This building was formerly used for recapping tires. The building will be used as automobile sales, showroom and repairs incidental thereto.

(3) Appellant has expended over \$12,000.00 in modernizing the building such as plumbing, heating, plastering, etc.

(4) The body and fender work will be conducted on the second floor of the building at the rear where the vulcanizing formerly was done.

(5) An inspection of the area indicated that there are numerous other body work shops in this block.

(6) There was no objection to the granting of this appeal registered at the public hearing.

(7) The Department of Highways and Traffic offers no objection to the granting of this appeal.

OPINION:

It is the opinion of the Board that the establishment of this use will create no dangerous or other objectionable traffic conditions and that no other requirements are necessary to protect adjacent or nearby property, as the use proposed is entirely within this large building.

In this connection no portion of the structure is located within 25 feet of a residence district the surrounding property being in the C-3=B and SP Districts, and there will be no vehicular entrance or exit connected with a street at a point closer than 25 feet to any residence district, and no driveway of any entrance or exit is closer than 25 feet to a street intersection as measured from the intersection of the curb lines extended.

We are therefore of the further opinion that this exception will be in harmony with the general purpose and intent of the zoning regulations and maps and will not tend to affect adversely use of neighboring property.